DON'T PAINT YOUR BOAT—ENAMEL IT

WITH

THE FINEST FINISH FOR A FINE YACHT

Enamolin

IT WEARS FOUR TIMES AS LONG AS ANY PAINT

A pure, white enamel that dries out with a brilliant gloss, showing no brush marks, and closely resembling porcelain. *It never checks, cracks, peels, or flakes.* When soiled it may be *scrubbed* with soap and water, without injury. *It will not discolor at the water line from lying in dirty waters.* Enamolin may be applied over the old paint without scraping or burning off. Enamolin is also made in Flat White, Gloss Black, Flat Black and colors. One gallon covers about 600 square feet and is sufficient to finish the average yacht.

Price, $5 per gallon.

One-Half Gallon Cans, $2.60 each; One-Quarter Gallon Cans, $1.35 each; One-Eighth Gallon Cans, 75 cents each.
For sale at all Ship-chandlers, or may be had direct from the factory.
We prepay the expressage on one gallon or over.

A couple of unsolicited testimonials

CHAS. A. STARBUCK, Commodore
Steam Yacht "CARMEN"
&
GEORGE B. BRANDON, Secretary
74 William Street
Telephone 5830 John

COLUMBIA YACHT CLUB
Eighty-Sixth Street
Hudson River
New York
Telephone 4100 Riverside

Nov. 14, 1908.

Mess. Emil Calman & Co.
100 William St., City.

Dear Sirs:-

It is with great pleasure that I send you this unsolicited testimonial.

I used your Enamolin on my yacht "Wateree", and am pleased to say that it made good in every sense that you said it would. I was particularly impressed with the ease in which it can be applied and the beautiful gloss after drying, showing no brush marks. My headquarters this summer were at the Larchmont Yacht Club, New York, and if I heard one, I heard dozens remark the whiteness of my boat, compared to much more expensive and larger boats as well as smaller. I will not have to paint it next summer, from the appearance of the paint now. Heretofore I have had to paint it every year.

Yours very truly,

B/MMC

J. W. Brander.

COLUMBIA YACHT CLUB
CHICAGO
Commodore's Office

Chicago Sept. 26th 1908.)

Emil Calman & Co
Gentlemen:

I have heard so much of your Blue Label Enamolin that I had Jones & La Borde of Oshkosh Wis. use some on the "Columbia" the Columbia Yacht Club's defender in the recent cup races — and do not regret it.

Considering the wear and tear, the Boat had during the season I am well satisfied that the Enamolin is alright

Sometime ago some scows loaded with refuse from a Gas Company dumped many loads into the Lake just outside the Towns of the Chicago and Columbia Yacht Club and the wind would blow the oily waves into the Towns that have coated the White sides of the yachts with Green Purple and Brown colours - and while a great many boats were ruined, it did not effect the Enamolin, as we easily washed it off.

Yours Truly.
J. F. McGuire
(J. F. McGuire) Commodore Columbia Yacht Club

EMIL CALMAN & CO., 100 William St., New York

REMEMBER,

Mr. Yachtsman, our 8ft. 50lb. tender, 10ft. 95lb. tender carries 10 men. These boats tow straight and row easy. Goboco Motor Boats are built by Boat ***men*** for service.

Goble Boat Co., DESK Y Oswego, N.Y.

CUSHIONS That "Fit"

EST'B 1845

MANUFACTURED BY

M.W. FOGG 202 FRONT ST NEW YORK U S A

THE "YANKEE" SILENT MUFFLER and POWER WHISTLE OUTFITS

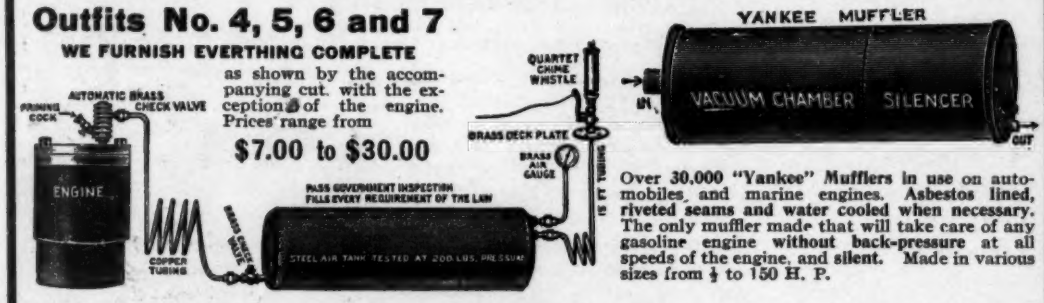
For Marine Engines and Motor Boats. Pass the Government Inspection

Outfits No. 4, 5, 6 and 7

WE FURNISH EVERTHING COMPLETE

as shown by the accompanying cut. with the exception of the engine. Prices range from

$7.00 to $30.00



Over 30,000 "Yankee" Mufflers in use on automobiles and marine engines. Asbestos lined, riveted seams and water cooled when necessary. The only muffler made that will take care of any gasoline engine without back-pressure at all speeds of the engine, and silent. Made in various sizes from ½ to 150 H. P.

We have the only automatic brass check valve that will not open unless an explosion takes place in the cylinder, it will not open on compression, therefore no live gases can enter tank. This check valve is air cooled, is provided with flame destroyer preventing any flame from entering the valve. It is screwed into the cylinder of engine either at the top or side in place of priming cock. The whistle is blown by spent gas taken through 1/100 part of an inch opening in the automatic check valve and stored in tank, takes no power from engine. Operator always has a good pressure of air to blow whistle loud with continued blast whether engine is running or not. Whistle is a four toned musical chime whistle giving a deep pleasant sound that can be heard for miles. All parts brass, highly polished. Anyone with a monkey wrench can install outfit and requires no further attention. Always reliable. Agents wanted. Write for prices and booklet. Each outfit fully guaranteed or money refunded.

Manufactured only by THE "YANKEE" CO., Box Y, Utica, New York, U.S.A.

New York City Agents, H. B. Drake & Co., 90 West St.; Boston, Mass., Agents, Gordon Automobile Supply Co., 1024 Boylston St.; Canadian Agents, The Canadian Fairbanks Co., Montreal, Toronto, St. Johns, Winnipeg and Vancouver; Detroit, Mich., Agency, C. M. Jacobson, 238 Jefferson Ave.; Chicago Agents, Bullock-Waite Co.; Philadelphia, Pa., Agents, Mianus Motor Co., Bourse Block; Cleveland, O., Agents, Howe-Scale Co., 1424 West 9th Ave.

this wheel and the motor, on each end, is a friction clutch. This arrangement is to enable each engine, under its own power, to work out another engine which has just been brought from the testing room.

The Gray method of testing is as follows: Two engines are placed on a stand; No. 1 engine is started under its own power, and its friction clutch, driving the brake, is thrown in. The second friction clutch is then thrown in, which causes No. 1 to drive No. 2. Sufficient load above the drag of the No. 2 engine is then added by tightening up the brake, to absorb the full power of the engine at its normal speed. The two engines, one driving and the other driven, are run in this manner for several hours, or until every detail of the outfit has been thoroughly tested and adjusted. A careful brake test on No. 1 is then made, full particulars of which are recorded on a test card.

Engine No. 1 is then removed and sent to finishing department to be prepared for shipment, and for it is substituted engine No. 3. No. 2 is now started up under its own power, driving No. 3, and so on in regular succession.

English Yachting

Continued from Page 301

That is why steam yachts are being built here for American owners. It is not because you cannot build as well as we can. We know you can. But for a young people you are wonderfully old-fashioned in many things.

While you are impressing on us that you are the salt of the earth you are letting things slip through your fingers, to be developed elsewhere. You let the carrying trade of the world come to us, and see what we have made of it! You allowed us to build up a steam yacht industry with your own dollars. Now you are evidently about to hand over to us the development of the racing cutter. For that is what it amounts to if you do not come into the International classes. Of course, it seems odd that I should tell you this; but you must remember that I am a Scot, whose ideal of a man is a bonnie fighter.

There is not much else doing in British waters. People are beginning to talk about fitting-out, but it is early yet for that. The fleet of steamers which has gone to the Mediterranean seems a little smaller than usual, though nearly all the better-known vessels are in commission. During the motor boat races at Monaco we shall be better represented ashore, I fear, than afloat. I see you are to be represented by the engines of Dixie II in a new hull, and by Standard. I hope there are no disappointments in store for you; but the Mediterranean off Monte Carlo can be very unlike the Hudson River when it wishes. Before this appears in type the racing boat which Saunders is building at Cowes for the Duke of Westminster will be out. This is, I believe, one of our cup boats. Robert MacIntyre

The Failure of Independence

(Continued from page 293.)

The race started at noon. Independence returned at nine o'clock at night. She was not timed. The gloom of patriotic Bostonians may be imagined. There had been great talk of her terrific burst of speed in her tuning-up spins, of defeating swift tugboats around the Cape—and now—? No one seemed able to understand the situation, and with good reason, since reports of the condition of Independence had not been made public. As a matter of fact, in the first races the crew was ordered not to pump when near other boats, in order to conceal the fact that she was leaking.

The second race was sailed in a light southerly breeze and Independence still lagged, being beaten

Eliminate Reverse Gear Troubles With A

"SINTZ" REVERSING PROPELLER

Don't be contented with one speed forward, one speed reverse, and neutral, when with the "SINTZ" wheel you can get absolutely any speed, from nothing to the maximum of the boat and engine, in either direction, without sacrificing speed, strength or safety.

Why waste space and power on a dirty, greasy, heavy reverse gear or clutch, with its constant train of breakdowns, when a "SINTZ" wheel outfit is clean, compact, light and handsome?

We are prepared to prove that the "SINTZ" Reversing Propeller is the peer of all reversing mechanisms; that it is simpler, stronger and speedier than any other.

If you are open to conviction, send to-day for our booklet, "A Tale of a Trail of Trouble." It's entertaining, and also contains propeller information you ought to have. Write *now*. Special proposition to builders and dealers.

WILMARTH & MORMON CO., 611 Canal St., Grand Rapids, Mich.

Rushton Row Boats

Built light, graceful and strong, RUSHTON Boats embody all that is desirable in a small craft. They have for years maintained a standard that has set them entirely apart from ordinary wood boats of less careful workmanship and inferior design.
A RUSHTON Boat outlasts a lifetime. It's a splendid investment in every way.

Send for our catalog. You'll need it before you buy a boat.

If you're interested in canoes write for our new **"Indian Girl"** booklet. It's free.

J. H. RUSHTON, Inc., 652 Water Street, Canton, New York

Edson Steering Gears

have stood every test for half a century.

Established 1859.

EDSON MANUFACTURING CO.
260 Atlantic Ave., Boston, Mass.

A large number of boats were varnished last year under the below noted proposition, which appeared in several magazines. Not one claim has been received by us.

F. W. DEVOE & CO.

A Proposition

Varnish half of your boat with the varnish which has thus far given you the best results.

Varnish the other half with VERNOSITE, the long-life spar varnish made by DEVOE.

If the half, finished with VERNOSITE, does not wear longer and look better longer, DEVOE will revarnish your boat free of charge.

DEVOE

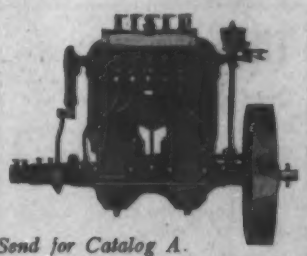
FIRST AMERICAN PAINT MAKER
1754—Established—1754
101 FULTON STREET, NEW YORK

THE PROPOSITION STILL HOLDS GOOD

WATERMAN MARINE MOTORS

UNSURPASSED for SIMPLICITY, RELIABILITY, DURABILITY. Few parts. Easily understood and most reasonable in cost

HERE IS MODEL A



2-Cylinder, 2-Cycle; built with the cylinder and head in one piece; no joints to leak. Cylinders quickly removable. Ignition is jump spark. Plunger pump insures perfect circulation of water in cylinder—can be fitted to use as bilge pump. Can be reversed instantly while running, and runs with equal power in either direction. Equipped with *Schebler Carburetor* and Rotary Timer and Mutiple Sight Feed Oiler. Designed for all types of pleasure and commercial boats. Many of these Model A Motors have records of five years' actual service without calling for one cent for repairs.

6-8 H.P. 150 pounds 10-12 H.P. 200 pounds Actual power, not "motor power"

The best motor ever built, quality, equipment and price considered. Every one fully and specifically tested before shipment. *Send for Catalog A.*

WATERMAN OUTBOUND MOTORS—*Ask for Catalog C.* **WATERMAN CANOE MOTORS**—*Ask for Catalog K.*

WATERMAN MARINE MOTOR COMPANY

ROBER MACHINERY CO., Portland, Oregon, Western Distributers for Our Products **1541 Fort Street, West, DETROIT, MICH.**

The Pigeon-Fraser Hollow Spar is the Best Spar in the World

We have never heard of a Pigeon Spar collapsing. Their special construction is the reason. Many of the owners of crack racing and cruising yachts of the country—both large and small—will use no other spar.

The Advantages of the Hollow Spar

are lightness and rigidity. These qualities are as essential on the cruising yacht as on the racer. Owing to the comparative lightness of hollow spars and the saving of weight aloft, the violent rolling and pitching in a seaway can be greatly reduced, with a consequent lessening of the wear and tear on sails and rigging. Write us about hollow spars for your boat.

Pigeon-Fraser Hollow Spar Company

East Boston, Mass.

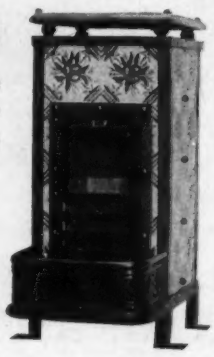
Tile Yacht Stoves

Only suitable **stove** on the market. Of English design, tile to **harmonize** with **cabin furnishings.**

PIPE HOLE IN TOP OR BACK

Write for Circular

MURDOCK-SHAW CO.
125 FEDERAL ST.
BOSTON



over a thirty-mile triangle by Columbia, the second boat, by more than an hour. The third race was characterized by a lively southwest wind, and Independence, with two tons of ballast removed, was thought to have a good chance of winning. The course was fifteen miles to windward and fifteen miles to leeward, and the Boston boat did better, but was defeated by nearly five minutes by Columbia and about three minutes by Constitution.

The next day the three sloops started with a brisk twelve-knot northeaster blowing. Columbia and Constitution got away in the lead, but Independence was boiling up fast when her topmast carried away. She was delayed several minutes while the wreckage was cleared, and then resumed her course in the wake of the leading boats. Despite the absence of her kite, Independence sailed an admirable race, but crippled as she was she had no chance to win, finishing more than ten minutes behind Columbia and not quite nine minutes behind Constitution.

The last two races revealed the fact that there was more in Independence than experts had been led by her earlier showing to believe, and when she was put into dock at New London for repairs her friends felt they had grounds for believing that she would turn the tables upon the Herreshoff sloops at the August meeting off Newport.

But they were doomed to disappointment, for on August 1 Columbia—Constitution not racing—beat Independence by more than five minutes, and two days later, after one of the greatest races ever sailed between two sloops, Columbia was returned a winner by one minute and eleven seconds. The course was triangular and the wind eighteen knots. On the first leg to windward the Boston sloop lost a bit over three minutes. On the other two legs the race resolved itself simply into a stern chase, with Independence, footing like a torpedo boat, gaining foot by foot, until the race ended, with Columbia's lead reduced to a minute and a fraction.

That was Independence's last race. In September she was taken to Boston and broken up. Of her there remains nothing but a stirring memory of a great race sailed on August 3, but to those who saw it that is sufficient.

Driftwood

With the Designers and Builders

A new yacht for the 38 rating class is being built at Jacobs' yard, at City Island, for a well-known yachtsman from designs by Henry J. Gielow. This yacht will rate in the same class with Dorello, the crack yacht of the class which hails from Marblehead, and the two should make good racing. Mr. Gielow designed Effort and that is sufficient guarantee that the new yacht will be a fast one. At present the owner wishes to be unknown.

Mr. Waldo E. Forbes has placed an order for a schooner yacht with B. B. Crowninshield. The new boat is to be a pole-masted schooner 66 feet over all, 46 feet on the waterline, 15 feet 6 inches beam, and draft with board up 6 feet and with board down 12 feet 9 inches. She is to be built by Rice Brothers at East Boothbay, Me., and is to be ready for delivery on May 15.

Fred Nock has under construction at East Greenwich, R. I., a handsome 60-foot raised-deck cruiser for Vice-Commodore Dunbar, of the Rhode Island Yacht Club.

A Fast Turbine Steam Yacht

Messrs. Cox & Stevens, naval architects of this city, have just placed an order through their London representatives, with Messrs. Yarrow & Company, of England, for a turbine steam yacht

You Will Be Interested

in

THE IMPROVED

BALL REVERSE GEAR

for

MOTOR BOATS

Made only of Hardened Steel Spur Gears.
Most Reliable.
Highest Grade.
Easiest to Install.

Four Sizes Carried in Stock.

SEND FOR CATALOGUE

Manufactured by

New York Gear Works
56-58 Greenpoint Ave.,
BROOKLYN, N. Y.

Our Sails on the 30-Footers

The boats we fitted out last season, were the first to finish in the races. Next year will see our sails on a great many of the best boats in this country.

JONES & ROBINSON
Manufacturers of the J. and R. Perfection Spray Hood
City Island, NEW YORK CITY

This is Useful and Practical

Stain the woodwork on your boat with

STAINALL COLORS

One package dissolved in a quart of water will give a good strong stain, anyone of the following colors: Red, Blue, Green, Tan, Gray, Maroon, Black, Violet, Pink, Yellow, Orange, Brown. This finished up with oil will show up the grain and give fine looking woodwork.

SEND 10 CENTS WITH COLOR DESIRED TO THE

FLOWLAN MFG. CO. 399 8th St., BROOKLYN, N. Y.

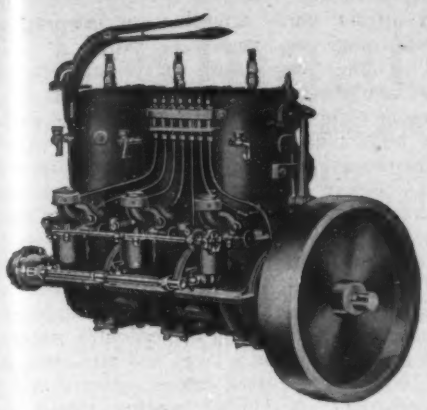
TANKS

GALVANIZED OR PAINTED

GASOLENE TANKS
WATER TANKS
HIGH PRESSURE AIR TANKS

Tanks for
Mufflers, Air Whistles, Etc.

WM. B. SCAIFE & SONS CO.
Founded 1802 PITTSBURGH, PA.

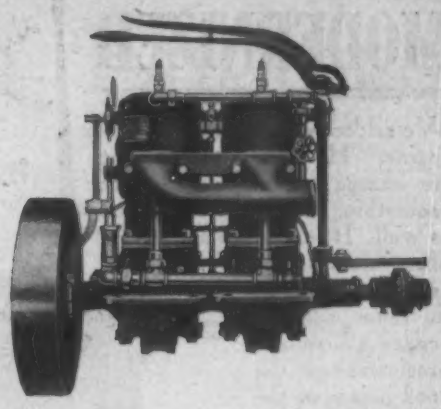


D. M. TUTTLE CO.

30 Holden St., Canastota, N. Y.

New England Representative
WALTER J. FORBES
70 Long Wharf, Boston, Mass.

New York Representative
NEW YORK MOTOR BOAT COMPANY
City Island, N. Y.



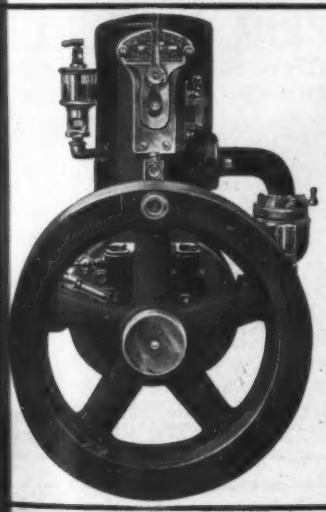
Canastota, N. Y.

Gentlemen:

When you buy a motor be sure you get a good one. The recommendations of satisfied owners and contracts with boat builders who use Tuttle Motors exclusively should influence you in deciding on a Tuttle. That is the disinterested, friendly advice of fellow boatmen—men who have gone thoroughly into the engine proposition.

Tuttle Motors mean compactness, neatness and strength, and we ***positively guarantee*** their efficiency. We feel that you ought to know the Tuttle before you buy an engine. Tell us about what you need—let us send you prices and particulars. We would be pleased to send you our catalogue. WRITE TO-DAY for it.

Very truly yours,
D. M. TUTTLE COMPANY.



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The Fulton Engine

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The Engine of SIMPLICITY
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of DURABILITY

¶ Note the absence of complicated piping. ¶ Of the hundreds of Fulton Engines which have been sold, not one has been found unsatisfactory. ¶ Send for our handsome Catalogue :: :: :: ::

FULTON ENGINE CO., Erie, Pa.

Buy an

EMMONS BOAT

and be satisfied

¶ We are headquarters for the famous Swampscott Clipper Dories and are the only builders of the 21-ft. Club Dories; 18-ft. Sailing Dories; 17-ft. Riverside Dories.

Also build Power Dories, Skiffs, etc.

E. GERRY EMMONS

Factory, 53-61 New Ocean Street
SWAMPSCOTT, MASS., U. S. A.

Send 6c. in stamp for Catalog "C"

MORSS MARINE FITTINGS

EVERYTHING
USED ON A BOAT—

Propellers, Electrical Goods.
Paints, Cushions, Deck Fittings
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etc., etc.

All the Up-to-date Specialties, including

The SKENE Chock	NO-KLOG Filter
HERMETIC Battery Case	HALL Anchor
TRIMOUNT Pumps	HARMONY Whistle

Let us estimate on your needs.

Have you our Catalog? If not, send for it, enclosing 5 cents for mailing.

A. S. MORSS CO.

212 Commercial Street
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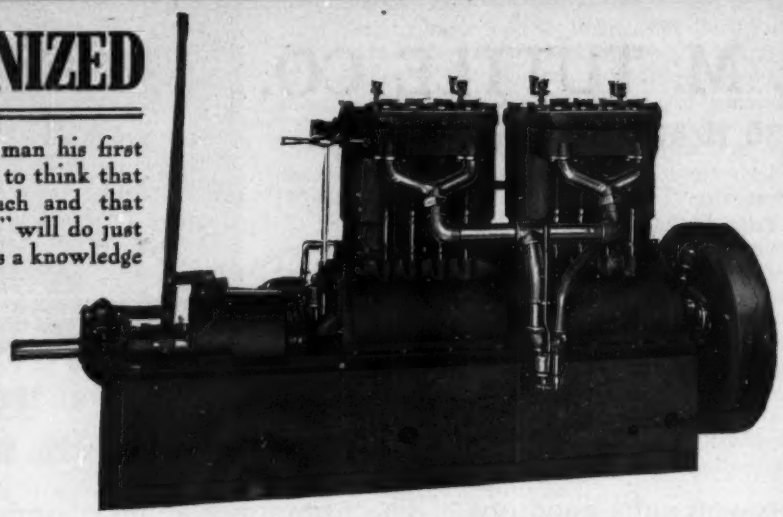
MODERNIZED

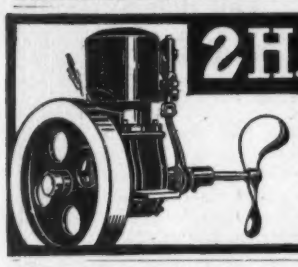
We seldom sell a man his first engine. He is apt to think that we charge too much and that "something cheaper" will do just as well. It requires a knowledge of engines and some actual experience in their use, to render a man appreciative of the good points of the "Modernized" and why it is worth the price.



We build 8, 12, 16, 25, 50 and 75 H.P. 2 to 6 cylinders, all four cycle.
Very liberal bore and stroke. Fittings and Accessories the best the world afford.

BREED & DE BLOIS, 1876 Broadway, New York

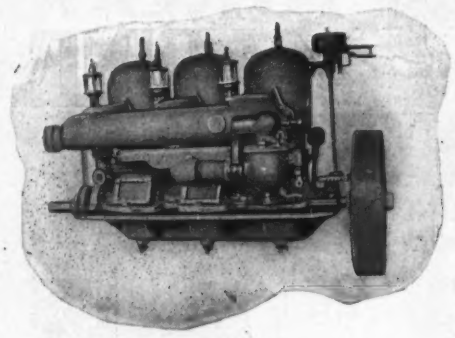
Wolverine, Syracuse and Stanley Motorsdemonstrated under their own power.



2H.P. Detroit Engine $29.50

3-5-7-10-12 14 and 40 H. P. at proportionate prices.
Starts without cranking; no cams, valves, springs or sprockets. Only three moving parts. Uses alcohol, gasoline, naphtha, distillate, kerosene, coal oil, etc. All bearings babbitted. Cylinders and pistons ground. Crank shaft forged steel. For your Row Boat, Sail Boat, Launch. 10,000 in use. All sizes ready to ship. Send for testimonials and free catalog.
DETROIT ENGINE WORKS, 1227 Jefferson Ave., Detroit, Mich.

Norwood Motors



From 5 to 50 H. P.

Are built from the highest grades of material by skilled workmen, in one of the largest manufacturing cities in the country.

Write us so we can tell you what this means to you in selecting a motor for your boat.

NORWOOD MACHINE CO.
NORWOOD, OHIO

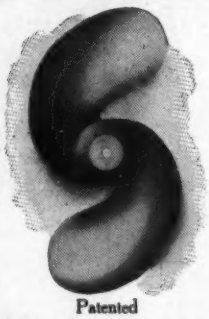
High Grade Heavy Weight Tanks

For Gasolene, Water and Air of any shape or dimensions desired for any pressure. We make only work of merit.

"Light Competition Work Not Wanted."

Galvanizing of all kinds of marine work.

L. O. KOVEN & BROTHER
50 Cliff Street : : : New York



Patented
"Through the tangle like an eel."

You **Can't** Stick a
"Stickler" Wonderful Weedless Wheel

Free Booklet

Stickler Weedless Wheel Co., Inc.
Cook St., Portage, Wis.

16 FOOT STEEL LAUNCH $96
With 2 H.P. Engine Complete

18-21-25 foot launches at proportionate prices. All launches fitted with two cycle reversing engines with speed controlling lever; simplest engine made; starts without cranking, has only 3 moving parts. Steel rowboats, $30.00. All boats fitted with water-tight compartments; cannot sink, need no boat house. We are the largest manufacturers of pleasure boats in the world. Orders filled the day they are received. We sell direct to user, cutting out all middle-man's profits. Free Catalogue.
Michigan Steel Boat Co., 1227 Jefferson Ave., Detroit, Mich.

for a member of the N. Y. Y. C. that will be faster than any vessel of her type yet built and will attract much attention on her arrival in these waters this summer.

The hull is being built of special high-tension steel, and the motive power will consist of three Parsons turbines, supplied with steam by two Yarrow boilers using oil fuel; this will be the first yacht to have the combination of turbines and oil fuel. Better than 30 statute miles an hour is anticipated, and there will be interesting trials of speed between this craft and the new boat being built in this country for Mr. M. C. D. Borden.

The length will be about 170 feet, beam 17 feet and she will have unusually good accommodations, the owner having three double staterooms, two bath rooms and a large and attractive saloon aft, while in the deck house forward will be a dining-room capable of seating twelve guests comfortably.

As she will have to cross the ocean under her own power, and as the designers wished to produce a serviceable craft, she has been given good freeboard and as powerful a form as possible under the circumstances. The details of the design and the superintendence of the vessel while under construction will be in the hands of Messrs. Cox & King, of London, with which firm Messrs. Cox & Stevens have combined their interests as far as concerns buying, building or chartering vessels abroad. This business arrangement will be beneficial to both firms and to their clients.

Some Recent Transfers

The following yachts have been sold through the agency of Mr. Henry J. Gielow:

Steam yacht Wild Duck, Mrs. S. M. Prevost to Mr. Paul E. De Fere, who recently made a three months' winter cruise through the West Indies on her.

Steam yacht Crescent, Mr. George Rose to Messrs. J. W. Johnson and Clarence E. Chapman.

Steam yacht Columbine, Mr. George W. Wood to Mr. J. J. Martin. The Columbine was fitted out in South Brooklyn by Capt. McLaughlin and has gone to Philadelphia, her new home port.

Steam yacht Alert, Mr. J. J. Martin to Mr. George W. Wood.

Steam yacht Golden Rod, Mr. William C. Hind to Dr. J. Nelson Walter. She will be taken to South America.

Steam yacht Mohawk, Mr. H. Wallerstein to Mr. A. M. Archer.

Auxiliary schooner yacht Columbia, Mr. E. L. Hastings to Mr. Harold Binney. Various improvements have been made and the name changed to Mist, as all of Mr. Binney's yachts have been named.

Schooner yacht Cara II., Mr. George E. Ide to Mr. Edward C. Bodman. An auxiliary gasoline engine will be installed.

Auxiliary yawl Scapha, Mr. L. H. Armour to Mr. M. R. Durham.

Motor yacht Marie M, Mr. J. J. Martin to Dr. Isaac Adler.

Motor yacht Eagle, Mr. J. S. Mundy to the United States Life Saving Service for use in the vicinity of Pamlico Sound.

Motor yacht Alma, Mrs. H. H. Cheney to Mr. W. M. Hudson.

Power boat Bandit, Mr. F. D. Donnelly to Mr. R. H. Stern.

Hunting cabin launch Undine, Mr. S. M. Butler to Mr. J. F. Nies.

Sloop yacht Goblin, Mrs. F. S. Salisbury to Mr. Charles F. Forsdick.

Sloop yacht Little Peter, Mr. F. M. Weeks to Mr. Vinal S. Terry.

Sloop yacht Keewaydin, Mr. F. T. Rapp to Mr. Samuel Shethar.

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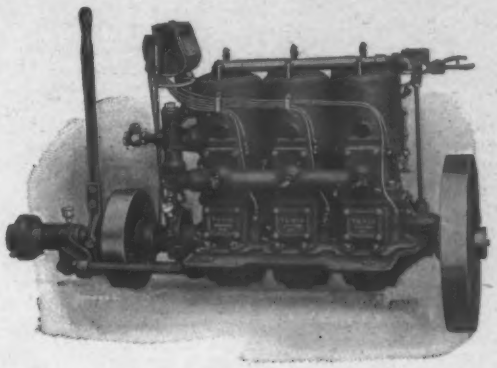

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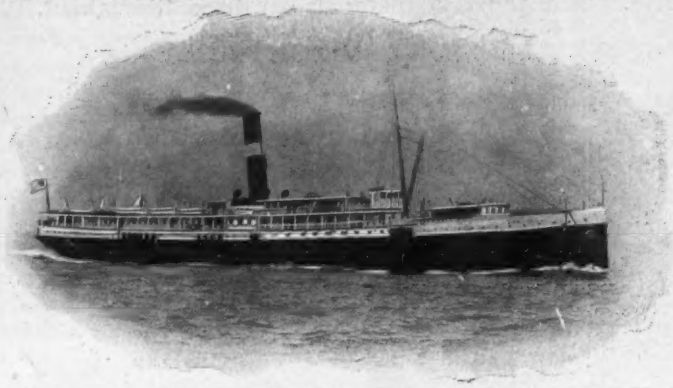

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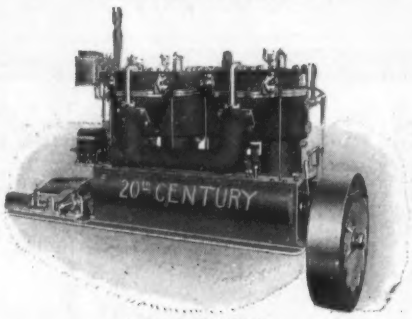

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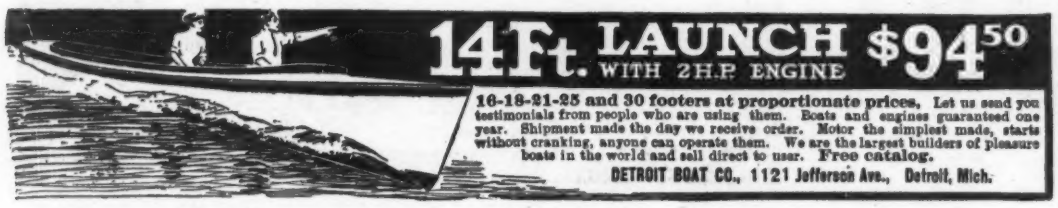


Auxiliary catboat Kingfisher, Mr. J. R. Gilmore to Mr. A. B. James.

Auxiliary catboat Kim, Mr. J. S. Bensel to Mr. Charles E. Janes.

Catboat Sheila, Mr. R. F. Reynolds to Mr. F. O. Fossett, Jr.

Sixty-two-foot houseboat, Mr. J. F. Nies to Mr. S. M. Butler.

Houseboat Nina L, Mr. H. B. La Mon to Mr. L. C. Berrien.

The Hollis-Burgess Yacht Agency reports the following transfer:

Famous racing cutter Eelin, owned by Gordon Dexter, of Boston, to Lindsley Loring, of Westwood, Mass. The Eelin was designed and built by Summers & Paine at Southampton, England, in 1899, and was sailed over to America shortly after being built. Her new owner will use her for extensive cruising and racing this summer.

Class Q yacht Ariel, formerly May Bee, sold to Walter P. Keyes, of Boston.

The 21-foot raceabout Scapegoat, owned by Walter P. Keyes, sold to a Boston yachtsman.

Sonder boat New Orleans, sold by F. E. Winslow, of Boston, to W. J. Bullivant, of Boston.

Frederick M. Hoyt has sold the schooner Amorita to Dr. W. L. Baum, of the Chicago Yacht Club, through the agency of Frank Bowne Jones. This yacht was designed by A. Cary Smith, and is to be equipped with an auxiliary engine of 50 horsepower and taken to the lakes. This yacht will be entered in the Mackinac race, which will be sailed in July. Through the same agency the sloop Irolita, designed by Captain N. G. Herreshoff and built by the Herreshoffs in 1903, has been sold by Commodore E. W. Clark, Corinthian Yacht Club, of Philadelphia, to Mr. L. R. Alberger, of this city. The sloop is at Bristol, R. I., and will be given a yawl rig by her builders.

The famous schooner yacht Iroquois, that went through the great blizzard of twenty-one years ago without damage, has been purchased by a New York yachtman, and is now on the dock at the yard of Pusey & Jones Company, Wilmington, Del. She was designed by Mr. A. Cary Smith, and the firm of which he is the senior member, Cary Smith & Ferris, has been commissioned to fit her with an oil engine and a Craig feathering propeller as auxiliary power. An electric light plant will also be given her.

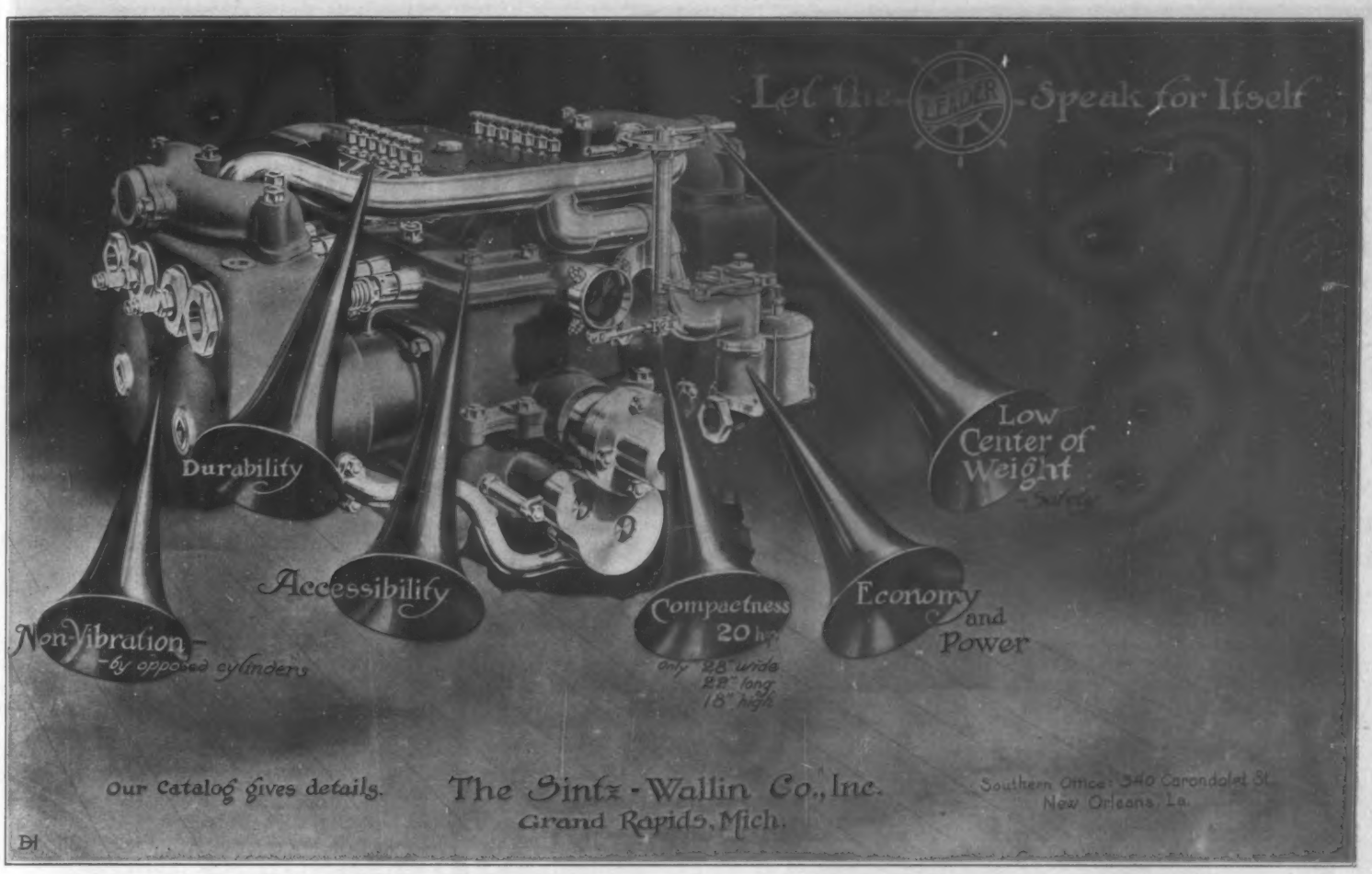
The steam yacht Cherokee has been sold by S. H. Vandergrift to John S. Kennedy.

Valhalla Coming Here

The auxiliary bark-rigged yacht Valhalla has been sold by Lord Crawford, through the agency of Cox & Stevens, and rumor has it that the purchaser is an American yachtsman. Valhalla came here in 1895, when Lord Dunraven's Valkyrie raced for the America's Cup, and was again here to start in the race across the ocean for the Kaiser's cup.

Sailing Race to Bermuda

The annual race for sailing craft from New York to Bermuda will be managed this year by the Atlantic Yacht Club and be started on Saturday, June 5, from some point in the Lower Bay. The general conditions that governed last year's contest will prevail, except that time allowance will be figured on over-all length. This year there will be three classes instead of two if there are enough entries to warrant. The largest class will be schooners under 90 feet over-all length. The second class is for yachts between 50 and 70 feet over all, and the smallest class will include those under 50 feet over all. In each class a



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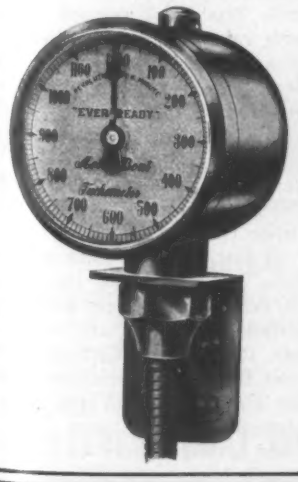

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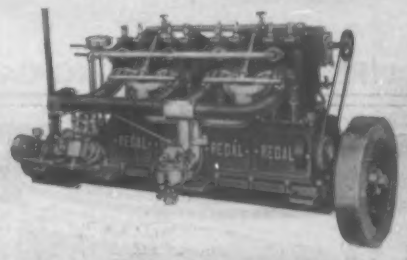

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THE owner of a pleasure boat, small or large, sail or power, is apt to consider painting as much a part of the sailor's work as knotting, splicing, casting an anchor or furling a sail. He should therefore learn to know paint materials and how to mix and apply them

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is the material above all others for the yachtsman or boatman. There are places where other things should be used (such as red lead for first coats on metal parts, etc.) but white lead is the stand-by—the staple—the material which should be always on hand and used most freely. No other paint will give the same protection, the same finish, the same durable beauty. *Ask for Boat Painting Outfit No. 50*

Full Instructions on Painting.
We have a pamphlet on painting of boats which should be in the hands of every yacht or boat owner, whether he paints with his own hands or not. It goes into details, how to prepare the surface, how to mix the paint and gives general suggestions about painting which are good to know. Free on request, together with an adulterant detector. Ask for Boat Painting Outfit No. 52. Buy of your local dealer if possible. If he hasn't it, do not accept something else, but write our nearest office.

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handsome cup is offered as first prize, and if two or more owners of yachts measuring more than 90 feet over all wish to race, a special class will be arranged for them. Thomas Fleming Day represents the Royal Bermuda Yacht Club in this city, and Hendon Chubb represents the Atlantic Yacht Club.

Already four yachtsmen have signified their intention of taking part in the contest.

News of the Yacht Clubs

New York Yacht Club Schedule

The New York Yacht Club has made something of a departure from its usual custom this year in scheduling a series of long-distance races, in addition to the annual cruise. These races are from Glen Cove to Newport, in one run, and a race around Block Island from Brenton Reef Lightship. These events should prove very attractive and should add much to the interest of the season. It is good to see the New York Yacht Club getting away from hide-bound custom. The tentative schedule is as follows:

THE SPRING CUPS

Thursday, June 17.—To be sailed over the Glen Cove courses.

NEW YORK YACHT CLUB SERIES

Wednesday, July 7.—Race in cruising trim from Glen Cove to Newport.

Friday, July 9.—Races off Newport for prizes offered by Newport Yacht Association.

Saturday, July 10.—Annual regatta. Course from Brenton's Reef Life Vessel to and around Block Island and return.

Monday, July 12.—Race in cruising trim from Newport to Glen Cove.

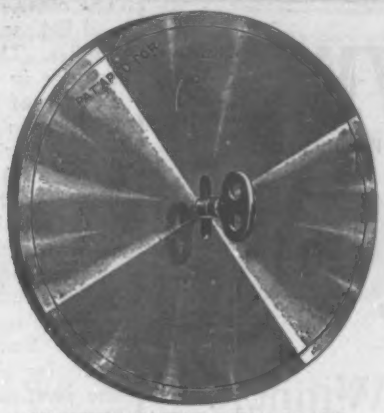
THE CRUISE

To be announced by the commodore, but the plans as now arranged are for the fleet to rendezvous at New London on the afternoon of August 5. On August 6 the run will be to Newport, where three days will be spent by the yachtsmen. The Astor cups will be raced for on Saturday, August 7, starting from Brenton Reef Light Vessel and sailing over the usual courses. August 9, the yachts will race for the King's cup. On August 10, the squadron will sail to Vineyard Haven, and early in the morning on August 11, a start will be made from off East Chop for Portland, Me. The distance is 160.5 nautical miles. The next day the races for the Owl and Game Cock colors and motor-boat races will be held in Portland Harbor. Commodore A. Curtis James is anxious to take the fleet to Bar Harbor and if this is done the fleet will sail for that port, distant 125 miles, on Friday, and disband on reaching there.

Sacramento Boat Club

The Sacramento Boat Club opened its season February 22, with races for power boats in five classes. So far as the weather was concerned the day was ideal. A thermometer hung in the boat house registered 73 degrees at 3:30 P. M. Californians certainly have reason to congratulate themselves upon their climate.

The races were run upon the merits of the boats, irrespective of horsepower, and were classed simply upon the length. First race, class A, boats under 18 feet, won by Lora in 20 minutes 16¼ seconds, Millport being three lengths behind. Class B, boats over 18 feet and under 23 feet, P. D. Q. finished first, Sara second and Chips third; time, 16.30. Class C, boats from 23 to 23 feet, did not fill and a special race was introduced between Topaz and the Veryl. The race was hotly contested and was won by Topaz which covered the 4-mile course in 29 minutes 53 seconds. Class D, boats 23 to 27 feet in length won by Winsum, a new boat by local builders



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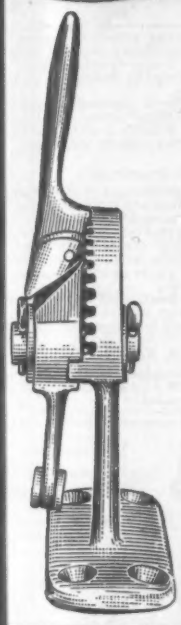
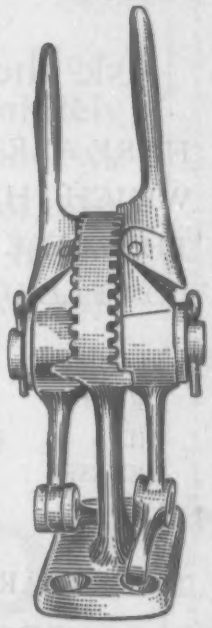

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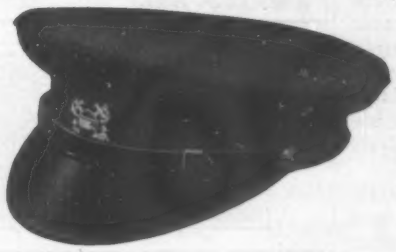

Club Flags

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ALL STEEL——GREAT STRENGTH
Instantly adjusted. Easily and quickly operated. Positive grip. Immense time, trouble and temper saver. Indispensable to Automobilists. Best "all-round" tool ever offered for sale. Must be seen to be appreciated. "You'll want one when you see it." For circular, address
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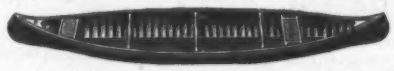
Are the kind that the man who *knows* uses. They cost a trifle more than the unsatisfactory kind
Send for 1909 Catalogue. B. N. MORRIS. Veazie, Me.

The other entries were Topaz, D. T. S., J. E. S., and Eclipse. Time 21 minutes 48 seconds for the 4 miles. This race was intended to prove the advantage in racing boats strictly on their merits, as most of the motor boats owned by club members are in this class. Class E had only one entry, General II. This is the same boat that raced in the East last season and is very well known. Notwithstanding the short space of time allowed the General II after her arrival for tuning up, she covered the 4-mile course in 12 minutes 19 seconds; something better than 20 miles an hour, as the course was found to be a third of a mile over the supposed length.

The Sacramento Yacht Club has developed boats for pleasure purposes more than racing in the past, and there are only two real racers in Sacramento waters. The club will hold a series of races open to all comers in the latter part of April.

Hampton Roads Yacht Club

The officers and members of the Hampton Roads Yacht Club are preparing for a busy season. The annual cruise will start on the morning of July 17, and will end at Annapolis, Md. Following is the itinerary:

July 16, 8 P. M.—Report yachts provisioned and ready.

July 17, A. M.—Leave club anchorage.

July 18.—Meet Capital Yacht Club at Patuxent River.

July 19.—Leave Patuxent; race between yawls to Annapolis, Md.

July 20.—Meet Baltimore and Easton Yacht Clubs at Annapolis.

July 20-23.—Races off Annapolis, Md.

There will be a cruising race from the yacht club to Annapolis in two legs. The first to Patuxent River, and the second from that point to Annapolis.

Ohio River Launch Club

The Ohio River Launch Club has been for several years foremost in the racing game on the Ohio River and has given a number of large and handsome cups as trophies for motor-boat races. The races given by the club last year were a great success. Boats came from Michigan, various parts of Ohio and Indiana. For hundreds of miles up and down the Ohio River everyone was awaiting with great interest the results of the races.

This year the Ohio River Launch Club expects to have some fine racing and will award many handsome and expensive cups. Among these are the Fleischman cup, a fine trophy worth $500, and the Carew cup, valued at nearly this figure. There will be seven or eight other cups, the total valuation being $1,200 or $1,500. Efforts are being made to bring the fastest boats in the country to Cincinnati to participate in these races.

Mr. Theo. M. Foucar, 429 Walnut Street, Cincinnati, Ohio, is chairman of the racing committee, and all communications should be sent to him. It is expected that the races will be held in July this year, and all entries should be made at as early a date as possible.

Illinois Valley Yacht Club

The Illinois Valley Yacht Club has offered a prize of $500 in gold and, in addition, a $250 silver trophy cup as the first prize, in a free-for-all speed-boat contest at the regatta, to be held at Peoria Lake during the third week in August. A total of more than $1,000 in prizes will be offered for other events during this regatta. With the big prize will unquestionably go the title of championship of the entire West.

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A specially constructed two-piece split bamboo rod which combines the fine resilient action and casting force of a one-piece rod with the carrying convenience of a three-piece rod—such is
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See the cork finger grip—it enables the angler to get a firmer hold and make a farther and more accurate cast—it relieves the strain on the muscles in the wrist. Unlike the metal trigger, it is always in position—never in the way.
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Only the butt ends (first six feet) of selected bamboo, imported direct from the growers in China, is used in the Dowagiac Rod, and this bamboo is air dried for many months, both before and after gluing, to insure against shrinkage after mounting.
The Dowagiac Rod is guaranteed against breakage from any reasonable use. 5,000 of these rods have been sold and not one has been reported with broken bamboo. It will outlast any and every other style made, whether wood or steel.
Free Book on Bait Casting.
We will send "Heddon's Treatise on the Art of Bait Casting" FREE to anyone who wishes further information on the Dowagiac Rod. This book contains some good advice and many valuable pointers on bait casting, together with many beautiful colored illustrations. Tells in detail all about the perfect agate mountings, triple waterproof varnishing, perfect fitting of all parts in the mounting and high-class waterproof case.
The purchaser of the Dowagiac really has two rods, as everyone is supplied with two tips and the short butt joint never breaks. Write for book today and start the fishing season the proper way.
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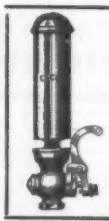
Dear Sir: I am indeed sorry to have delayed answering your letter, but we left here July 9th for a trip on the launch and did not return until this morning. Our run was over 1,000 miles, and your "Victor" engine never made a slip or slow up once on the entire trip. Enclosed find check to cover amount of your bill.
Signed, A. B. Sawyer
24 E. Woodbridge St.
DETROIT MICH.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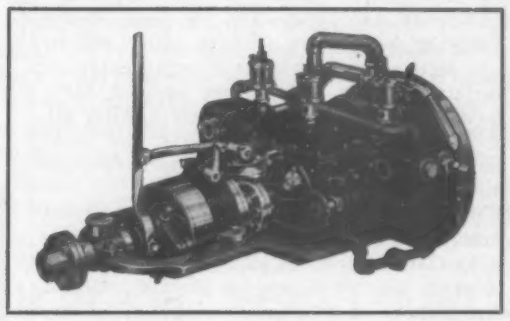
Sintz  **Motor**

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Boylston and Exeter Sts., Back Bay, Boston

The National Outlook for 1909

(Continued from page 281.)

helplessly about in 1897. After the Canada's Cup fiasco this winter a Chicago man, "to rehabilitate the honor of American yachting," as he expressed it, offered a trophy to cost $10,000 for an international race in which the Royal Canadian Yacht Club would participate, under the auspices of the Illinois Athletic Club, but the R. C. Y. C. declined, with thanks. They did not want the Canada's Cup overshadowed; but meantime the Canada's Cup may rust in the Rochester Yacht Club's lockers, as long as Rochester insists on the right to defend it with Seneca. So two opportunities for an international contest went by the board thus, and a third followed when the Manchester Y. C. sent word to the Royal St. Lawrence Y. C. that they were busy with the *sonderklasse* contest for the German Emperor's Cup and didn't want a Seawanhaka race this year. That challenge was promptly abandoned, and it is not likely to be heard of again for a year.

The L. Y. R. A. has decided to hold a regatta off Coburg, Ont., during the week of August 2. It will be of international character as far as possible, the races being open to all yachts belonging to the Lake Racing Association, Inter-Lake Yachting Association and the Lake Michigan Yachting Association. Strong efforts will be made to secure the attendance of representatives of the latter bodies, and, if they succeed, there will be a fairly big international event, after all. About $1,500 will be given in prizes, and races will be arranged for veteran cruisers as well as the universal racing classes.

The programme starts with cruising races from Kingston, Toronto, and Charlotte to Coburg. This will mean that nearly every yacht on Lake Ontario will be on its way to Coburg on Monday, August 2, arriving there on Monday evening or Tuesday morning; and on Wednesday, Thursday and Friday races will be sailed at Coburg around a triangular course. Flags and cups will also be given the winning yachts, and the regatta will bring together from fifty to sixty boats, it is expected. How large the visiting fleet from Lakes Erie, Huron and Michigan will be is at present indefinite. The regatta will bring together the Canada's Cup contestants, Canada, Crusader, Aileen II, Eleanor, Beaver, Invader, Strathcona, Iroquois, Genesee, Temeraire, Kee-lox II, Rochester and Zoraya.

In order that all the Hamilton and Toronto yachts will be sure to start in the cruising race from Toronto on Monday, August 2, clubs of both these cities have decided to have a club cruising race to Oakville, a midway port, on the Saturday afternoon previous, and the fleet will come on to Toronto on Sunday.

Another contest of an international character in which Canada is interested, although the event is a comparatively local one, is that for the George Cup. The Crescent Yacht Club, of Watertown, N. Y., has challenged the Kingston Yacht Club, of Kingston, Ont., for the trophy, and the two clubs have agreed on the little sloops Crescent and Kathleen as the contestants. The contestants are able, modern little craft, measuring about 20 feet under the universal rule, and will put up a good race, for the rivalry between Kingston and Watertown is of long standing.

As for power boating in Canada this season, the builders all say that the demand for motor craft has strengthened again after the tight-money period, and the yacht clubs of Lake Ontario, the St. Lawrence River, Muskoka and smaller inland lakes are including in their season's schedules motor boat events for each race day. Most of the clubs now provide a motor boat section.

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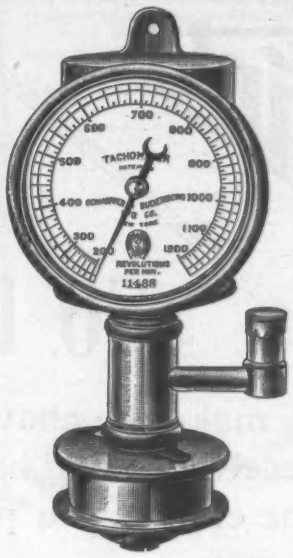

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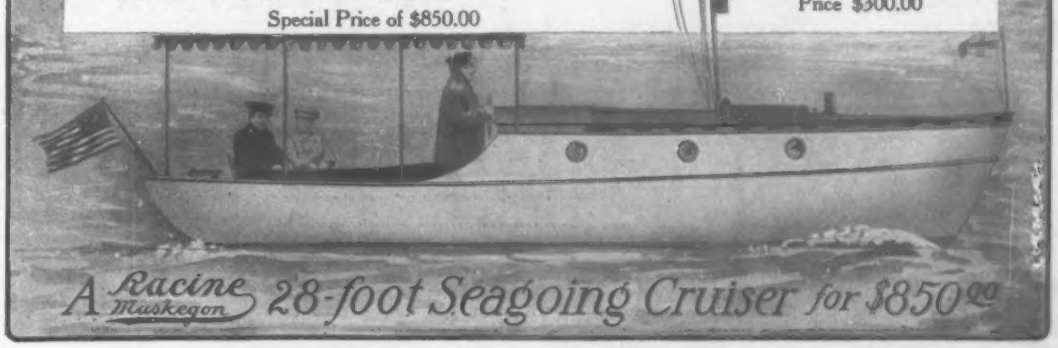

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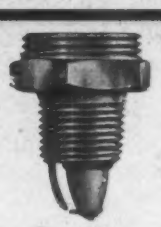

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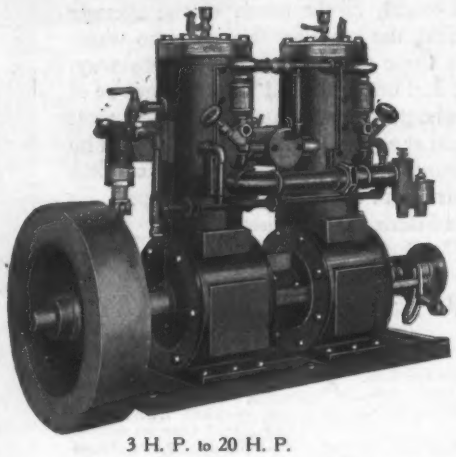

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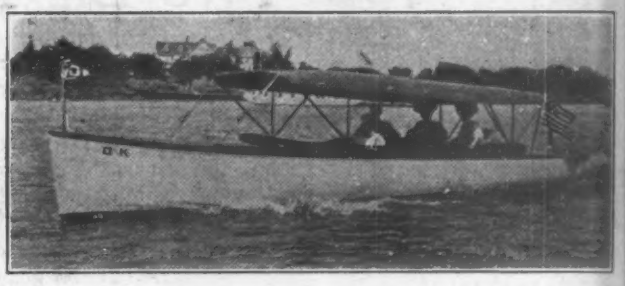

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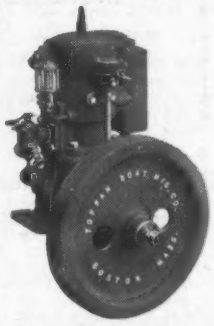

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